

***Clean Air Performance Professionals***

TO: Attorney General

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## Ethanol producer calls for overhaul of country's renewable energy policy

*by Christopher Doering, Des Moines Register, July 16, 2013*

The head of the third largest U.S. corn-ethanol producer told Senate lawmakers Tuesday the country's renewable energy policy should be scrapped and rewritten – the latest attack on the future of the controversial mandate.

Bill Klesse, chief executive of Valero Energy Corp., told a Senate panel the Renewable Fuel Standard — an 8-year-old law that requires refiners to produce alternative fuels to help reduce the country's dependence on foreign energy — is “out of control” and needs to be overhauled to better reflect today's marketplace.

“We support and believe that ethanol will be part of the fuel mix in this country, but the RFS is broken,” Klesse told members of the Senate Energy and Natural Resources Committee. “We should repeal it and start over. The situation has completely changed.”

Valero, based in San Antonio, has a big Iowa presence with four ethanol plants in the state — Hartley, Charles City, Albert City and Fort Dodge.

<http://blogs.desmoinesregister.com/dmr/index.php/2013/07/16/ethanol-producer-calls-for-overhaul-of-countrys-renewable-energy-policy/article>

***“Bob Dudley, who runs BP, told me that people don't realize how many resources his company has. The oil and gas industry is global and powerful and it's not something beholden to any particular president, Congress or well-meaning regulation.”***

***Washington Post, Friday, March 16, 2012***

# The danger of too much ethanol

*By Josiah Neeley, Wall Street Journal, July 16, 2013*

America's auto makers and refiners are getting nervous. Federal law requires a minimum amount of ethanol to be blended into American gasoline, the mandated minimum for all types of ethanol rising over time, from a total of 9 billion gallons in 2008 to 36 billion gallons (including 15 billion in corn ethanol) by 2022.

These numbers, however, were set prior to the financial crisis, and assumed a continued trend of increasing gasoline usage. Instead, tough economic times have resulted in Americans driving far fewer miles. Americans drove approximately 93 billion fewer miles in 2012 than in 2007, and this, combined with greater fuel efficiency for newer vehicles, resulted in an 8 billion gallon decline in gasoline consumption since 2007.

This combination (increasing mandates with decreasing gasoline used) means that refineries are fast approaching what is known in the industry as the "blend wall," the point at which all gasoline sold in the United States contains at least 10% ethanol. This is significant, because the warranties for most American car engines do not extend to ethanol concentrations beyond 10%.

Once the blend wall is reached, refineries may find themselves either subject to hundreds of millions in fines or paying hundreds of millions for offsetting credits. The price of a credit for corn-ethanol increased from less than 5 cents to over \$1 in early 2013, before falling to a still high rate of around 50 cents.

In response to this predicament, last year the Environmental Protection Agency waived legal restrictions and allow refineries to increase the amount of ethanol blended into gasoline from 10% to 15% —

although auto makers will not extend the engine warranties beyond 10%.

Raising the ethanol content of gasoline beyond 10%, however, can have some nasty consequences for people's pocketbooks and even their safety. Use of E-15 could decrease fuel efficiency by as much as 30%.

Gasoline with high ethanol content can also decrease corrode fuel lines, and severely damage the car's engine. For older cars, engine damage can occur even with 10% blends. In 2009, Lexus was forced to issue a massive recall of 2006-2008 model vehicles after reports that ethanol-blended gasoline was corroding fuel injection systems, creating a fire hazard.

And then there are the chainsaws. Testing by the Department of Energy found that use of E-15 in small-engine equipment such as lawn mowers, chainsaws, and boats not only damages engines, but also led to "unintended clutch engagement caused by high idle speeds." Reports are already circulating of ethanol-fueled chainsaws restarting on their own, which is hardly comforting. And while EPA has blessed the use of 15% ethanol-gas in newer cars, it is auto makers or refiners who may end up being held liable in court should something go horribly wrong.

Auto makers were so apprehensive about the prospects of liability that they joined with trade groups for food producers and refineries in a legal challenge to the new rules. This challenge, however, was rejected by a federal appeals court, and in late June the Supreme Court declined to hear the matter.

Ethanol has long been considered a textbook example of government

energy mandates gone wrong. Originally billed as a means of reducing greenhouse-gas emissions, recent studies suggest that increased corn production in response to government mandates, along with the process of converting corn into ethanol, cancels out any potential CO2 reductions.

About 40% of U.S. corn production is now being used to produce ethanol rather than food. This has meant increased food prices both at home and abroad, which has contributed to the recent unrest in places like Egypt and Brazil.

Ethanol was also billed as a way to make America energy independent. Yet it is the rise of shale oil and gas, not ethanol that has most reduced the United States' dependence on foreign sources of energy. In 2007, when the current ethanol mandate was enacted through the Federal Energy Independence and Security Act, the U.S. oil imports amounted to 60%. That number has fallen to less than 40% and keeps falling.

Mostly, ethanol has shown why attempts to centrally manage the development of new energy sources are doomed to failure. Government support was supposed to spur demand, yet its inability to foresee the decline in demand for gasoline generally has forced it to make ad hoc alternations and exceptions to the original scheme. And these legal contortions are likely to only increase as the volume of mandated ethanol and biofuels continues to ratchet up over the next decade.

Instead of tinkering around the edges of disaster, the feds need to frankly admit failure, eliminate the mandate, and let market forces determine how best to meet America's energy needs.



***Clean Air Performance Professionals***

***Monday, July 15, 2013***

***NO on \$2,300,000,000.00 car tax***

***Is BP, Shell, Sunoco, Valero fuel in your home water supply, will GMO fuel affect the beef?***

***Does GMO fuel vapors increase ozone in your air?***

***Will Mary Nichols, Kamala Harris, and Governor Brown support the UN, Bill Clinton, Gary Condit, Al Gore, Pete Wilson, Gray Davis, Dianne Feinstein, Barbara Boxer and the World Bank (GMO fuel) ethanol waiver?***

***California AB 8 Perea and SB 11 Pavley are urgency bills to tax the motorist \$millions to build Hydrogen stations to fill car tanks to 10,000 psi of hydrogen, absolute insanity—VOTE NO.***

***CAPP contact: Charlie Peters***

# Californina assembly to consider six tire-related bills

*By Miles Moore, Rubber News, July 15, 2013*

SACRAMENTO—The California legislature will consider a total of six tire-related bills when it reconvenes in August, according to the July 12 issue of "CA Tire Bulletin."

## The bills include:

- Assembly Bill 501, which would define a "tire broker" officially as "a person that arranges for the shipment of used or waste tires to or from a site located within the state, or through the state." AB 501 also would forbid the sale of brake pads in California that contain more than 0.01 percent cadmium and 0.1 percent chromium, mercury, lead or asbestiform fibers.

AB 501 has passed the California Senate Environmental Quality Committee and is scheduled for an Aug. 12 hearing before the Senate Appropriations Committee.

- Assembly Bill 513, which would authorize \$10 million annually from California's scrap tire management fund for the California Department of Resources Recycling and Recovery (CalRecycle) to give out in grants for rubberized asphalt concrete projects in the state.

Currently, CalRecycle gives out about \$3 million in RAC grants annually and will have about \$32 million in its scrap tire fund in fiscal year 2013-14, according to the bill summary. AB 513 also mandates grants of at least \$2 for every 12 pounds of crumb rubber

used in RAC projects.

AB 513 passed the Senate Environmental Quality Committee July 3 and is scheduled for a Senate Appropriations Committee hearing, though no date has yet been set.

- Assembly Bill 1021, which would bring processors and manufacturers of recycled materials, including scrap tires, into the California Alternative Energy and Advanced Transportation Funding Authority.

Among other things, AB 1021 would excuse tire recyclers from paying sales taxes on equipment to process scrap tires or make tire-derived products, according to Terry Leveille, publisher of "CA Tire Bulletin" and legislative representative for the California Tire Dealers Association.

AB 1021 has passed the Senate Environmental Quality and Senate Governance & Finance Committee, but a pending hearing before the Senate Appropriations Committee has yet to be scheduled.

- Senate Bill 202, co-sponsored by Les Schwab Tire Centers and the CTDA, which would bring "tire sales-only" stores under the jurisdiction of the California Bureau of Automotive Repair.

"(A) number of incidents have occurred where tire sales-only shops advertise tires for a certain price, and then after the tires are mounted present the customer with a final price higher than the

advertised price," the bill summary said. "This bill would authorize BAR to investigate complaints related to tire services and take disciplinary action."

SB 202 has been assigned to the Assembly Appropriations Committee.

Two other bills, AB 8 and SB 11, both would extend various state vehicle and equipment fees to fund California's vehicle-related air quality and greenhouse gas initiatives until Jan. 1, 2024.

AB 8 would extend the state's current \$1.75 scrap tire disposal fee on every new tire sold and continue to earmark 75 cents of that fee for the California Air Resources Board. SB 11 would continue the 75-cent CARB earmark but reduce the money going to the scrap tire fund to 75 cents from the current \$1. That reduction would cost the fund about \$10 million annually, according to Leveille.

AB 8 has passed the California Senate, but it faces a further hearing before the Senate Transportation and Housing Committee. SB 11 has passed the Assembly Transportation Committee and is scheduled for an Aug. 12 hearing before the Assembly Natural Resources Committee.

The California Assembly reconvenes Aug. 1 and the Senate Aug. 12. Sept. 13 will be adjournment day for the first year in California's two-year legislative session.

# *Clean Air Performance Professionals*

Friday, July 12, 2013  
California Environmental Protection Agency  
Mary Nichols, Chair of Board  
California Air Resources Board  
1001 "I" Street  
Sacramento, CA 95814  
P.O. Box 2815  
Sacramento, CA 95812  
(916) 322-5840/ FAX: (916) 445-5025  
[mnichols@arb.ca.gov](mailto:mnichols@arb.ca.gov)

Goodmorning Chair Nichols,

Federal ethanol policy increases Government motors oil use and BP Shell profit.

It is reported that today California is using Brazil sugar cane ethanol at \$0.16 per gal (\$8billion for Big oil) increase over using GMO corn fuel ethanol. In this game the cars and trucks get to pay and Big oil profits are the result, that may be ready for change.

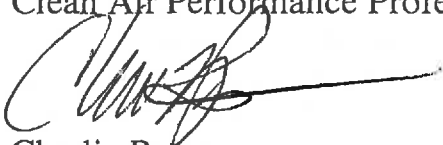
Folks that pay more at the pump for less from Cars, trucks, food, water & air need better, it is time.

The car tax of AB 118 Nunez is just a simple Big oil welfare program, AAA questioned the policy and some folks still agree.

California is just a short put (waiver) from better results.

Thank you for your life long service.

Clean Air Performance Professionals (CAPP) / An award winning coalition.



Charlie Peters

cc: interested parties

**CAPP contact: Charlie Peters**

## Fresno drivers to get free smog tests on Saturday

*Written by Business Journal staff, 07/11/2013 -*

The San Joaquin Valley Air Pollution Control District will hold its Tune In & Tune Up event on Saturday at the Fresno County Fairgrounds in an effort to clean up polluting vehicles.

Lasting from 9 a.m. to 3 p.m., the event gives Fresno drivers who have owned their car for at least six months a free vehicle emissions test that can be done in a matter of minutes.

Those who don't pass the test will receive a voucher of \$500 for emission-related repairs at a participating STAR-certified smog check station so they can come into compliance with state smog standards.

Vehicles will be checked on a first-come-first-serve basis. Those interested in getting tested should show up early in case the event reaches maximum vehicle capacity. Free food and drinks will be served at 9 a.m. until supplies last.

A partnership with Valley Clean Air Now, the Tune In & Tune Up program has seen to the repairs of more than 4,000 vehicles throughout the San Joaquin Valley since the events started up in 2003.

Funding for the program comes through California's Vehicle Repair, Retirement, Replacement for Motorists program.

Each event is estimated to reduce about 3,000 tons of carbon monoxide, 300 tons of hydrocarbons and 150 tons of oxides of nitrogen from the air annually.

More information can be found by emailing [TITUEvent@valley-can.org](mailto:TITUEvent@valley-can.org) or calling 1-800-806-2004.

<http://www.thebusinessjournal.com/news/energy-and-environment/6846-fresno-drivers-to-get-free-smog-tests-on-saturday>

**NO on Fed EPA ethanol mandate unless amended to support a waiver of the fed GMO fuel ethanol mandate allowed by the 2005 Renewable Fuel Standard.**

<http://www.ocregister.com/opinion/california-42628-mandate-ethanol.html>

***"Bob Dudley, who runs BP, told me that people don't realize how many resources his company has. The oil and gas industry is global and powerful and it's not something beholden to any particular president, Congress or well-meaning regulation."***

[http://www.washingtonpost.com/blogs/achenblog/post/gassing-about-gas-prices-the-era-of-cheap-oil-may-be-over-but-the-era-of-oil-isnt/2012/03/16/gIQAhh0PGS\\_blog.html](http://www.washingtonpost.com/blogs/achenblog/post/gassing-about-gas-prices-the-era-of-cheap-oil-may-be-over-but-the-era-of-oil-isnt/2012/03/16/gIQAhh0PGS_blog.html)

**CAPP contact: Charlie Peters**

# Biofuel investments at seven-year low

*by Bloomberg, fuel fix, Hearst, July 8, 2013 at 6:56 am*

Europe's biggest oil companies are scaling back work on the next generation of biofuels, a setback for the effort to create a gasoline substitute that doesn't drain the food supply.

BP Plc (BP/) and Royal Dutch Shell (RDSA) Group Plc have halted funds for four separate ventures because the technology to produce fuel from woody plants and waste won't be economical until 2020 or beyond, executives at both companies said in interviews.

"This is very capital intensive," Phil New, head of BP's biofuels program, said in an interview. "There's lots of difficult engineering. It will take time for scale-up."

The decisions helped cut global investment in biofuel production to \$57 million in the first quarter, the lowest since 2006, from its peak of \$7.6 billion in the last quarter of 2007, according to data compiled by Bloomberg. That makes it less likely the industry will meet the ambitions of U.S. and European leaders to help reduce fossil fuel pollution and wean motorists off crude oil-based fuel.

"Progress in deploying these technologies has been slower than many had anticipated and what's needed to keep on track with our aspirations," Maria van der Hoeven, executive director of the International Energy Agency, said in an e-mailed response to questions. "Many potential producers have found it difficult to secure the capital they need."

## Pollution Target

Biofuels are one of the measures both the U.S. and Europe are counting on to reduce the emissions blamed for global warming. The IEA, a policy adviser for industrial nations, estimates biofuels must supply about 27 percent of road fuels worldwide by 2050 to meet climate targets, up from 3 percent last year.

Ethanol made from sugar or corn accounted for almost all of the 1.9 million barrels a day of biofuel produced last year. Output grew 10 percent since 2011, helping boost corn prices and raising concerns at the United Nations that fuel production in rich countries was cutting the supply of food to the poor.

Making the next-generation fuel requires more refining to break down the tough cellulose found in plant walls. It would open the industry to supplies that don't compete with food. Those include switch grass, corn stalks and jatropha, as well as waste from the lumber and paper industries and from garbage heaps. Scientists are also experimenting with using microscopic bacteria and algae that can make fuel.

## 'Could Help'

BP and Shell have been the "most open" of the major oil companies to biofuels, said Peder Holk Nielsen, CEO at Novozymes A/S (NZYMB), the world's largest maker of enzymes for making biofuels. "They could help to boost investment in cellulose, but that's not what is happening right now."

Both BP and Shell had trouble making



technology that works in the lab economical at a commercial scale. In October, BP scrapped a four-year-old project to spend \$300 million on a cellulosic ethanol refinery in Florida. It ended its work to use jatropha as a feedstock for fuels in 2009.

BP continues to work with DuPont & Co. and the companies today opened a 350 million-pound (\$520 million) wheat-to-ethanol facility in the U.K. The plan is for the plant to eventually make biobutanol, a fuel it says could “unlock the next pulse of investment” as it’s more efficient than ethanol and doesn’t require any changes to be made to existing vehicles. It doesn’t expect to commercialize that fuel before 2016.

Shell in April canceled plans with Iogen Corp. for a commercial-scale plant in Manitoba, Canada, that would have made ethanol from straw. In August 2012, it stopped funding for biofuel enzymes at Codexis Inc. (CDXS) The year before, it exited an algae venture with HR BioPetroleum Inc.

### Cost Issue

“All of these technologies are capable of working technically,” Matthew Tipper, Shell’s head of alternative energy, said in an interview. “It was purely on cost that this technology couldn’t be taken forward. Fuels have to be cheap enough to burn. Otherwise no-one will buy them.”

In the U.S., Exxon Mobil Corp. (XOM) and Chevron Corp. (CVX) already have pared back on biofuels. Chevron shelved most of its work in 2010 after deciding the 100 feedstocks it examined wouldn’t provide the returns executives desired. Exxon spent \$100 million over four years on algae without finding a viable fuel.

Both Shell and BP are expanding their traditional biofuel businesses in Brazil, where they brew fuels from sugar cane. Shell has 23 refineries there with Cosan SA Industria e Comercio. BP in December announced a \$350 million doubling of the capacity of its Tropical ethanol project in Brazil.

They’ve left development of the next generation of biofuels more firmly with smaller specialists such as Kior Inc. (KIOR), Poet LLC, Abengoa SA (ABG) and Italy’s Gruppo Mossi & Ghisolfi.

Together, those companies will help boost U.S. cellulosic biofuel output 20-fold in 2013 as the first high-volume refineries start, the U.S. Department of Energy estimates. The 9.6 million gallons of production expected would be short of the government’s target for 14 million gallons.

“Growth opportunities for first-generation biofuels are close to exhausted, while a series of next generation technologies are not quite ready,” said Roberto Rodriguez Labastida, an analyst at Bloomberg New Energy Finance in London.

<http://fuelfix.com/blog/2013/07/08/biofuel-investments-at-seven-year-low-as-bp-blames-cost/>

CAPP contact: Charlie Peters

# E15 to be a boon for the auto repair sector

*by Craig Truglia, Vehicle Service Pros, July 8, 2013*

Horrible policy decision will increase need for future repairs.

People have been protesting the government mandating E15 gasoline, including everyone from antique car owners to OEMs.

When OEMs complain that they don't want to warranty vehicles that use what will soon be the only fuel available for sale thanks to our lovely government, you know that E15 stuff is really messed up.

Ethanol does help wean us off imported crude oil, but it's the same chemical that makes liquor enjoyable. It tends to absorb moisture and increases water levels in fuel, which causes corrosion and makes rubbers and plastics more brittle.

Well, guess who's going to pay for all the broken cars that will result from this nasty gasoline-alcohol concoction? The OEMs aren't going to, and neither are the oil companies.

And, unless your net worth is above a billion dollars, the government isn't going to take other people's money and bail you out either.

The answer is, your customers are going to pay.

There has been a lot of concern that the dramatic increase in new car sales are going to take a lot of business away from us. However, in the future many technicians will be busy with more work, because these new cars are manifestations of insane government

mandates that increase fuel economy at the cost of long-term vehicle durability.

While the increase in OEM-supplied "free" maintenance is going to hurt us and on-vehicle telematics are going to drive more vehicles back to the dealer, the fact of the matter is that cars are going to break more.

What vehicle problems will E15 increase? I imagine EVAP leaks, engine problems and fuel pump failures will become more frequent. All of these problems require specialized diagnostic and repair equipment.

Furthermore, the technician doing the work will have to be well trained and experienced—DIYers and tire chackers need not apply.

This sort of work helps build up businesses and make them more profitable. Of course that doesn't make E15 a good thing, but just like the proliferation of fast food is a boon for cardiologists, E15 will be a boon for the auto repair sector of the economy.

I know that it's nice that E15 will make us more money, but I really wonder if people will wake up one day and realize that no body of people is smart enough or well intentioned enough to micromanage the affairs of private businesses and people's lives. The problem isn't one bad regulation forcing E15 upon us. It's our acceptance of a government that regulates everything and will consistently create more problems than it fixes.

The E15 problem will make us money, but it comes at the cost of everyone who drives.

<http://www.vehicleservicepros.com/blog/10964560/e15-to-be-a-boon-for-the-auto-repair-sector-blog?>

# Historic Vehicles Drive Anti-Ethanol Message To Congress

*By AftermarketNews, June 20, 2013*

**WASHINGTON, D.C.** – Joined by Congressional leaders and industry experts, members of the SEMA Action Network (SAN) recently participated in the “Fuel for Thought” Rally on Capitol Hill. The event aimed to raise awareness of the corrosive effects of ethanol-blended gasoline on automobile engines and the dangers of consumer mis-fueling. Hosted by the American Motorcyclist Association (AMA) in partnership with the SAN, the event drew car enthusiasts and motorcycle riders from across the nation.

Ethanol’s chemical property poses a risk to older cars and motorcycles, according to SEMA and other opponents of the recent addition of E15 as a fuel option. The EPA has made it illegal to fuel pre-2001 vehicles and motorcycles with E15. However, the EPA only requires a warning label on the pump, and opponents fear the warning labels are not enough to keep consumers aware of the risks.

Ethanol absorbs water, which can lead to metal corrosion. It can also dissolve plastics and rubber. Most older vehicles and many motorcycles were not constructed with ethanol-compatible materials, SEMA says.

“Under the Renewable Fuel Standard (RFS), lawmakers have eliminated the free marketplace and mandated that an ever-increasing amount of ethanol be mixed in gasoline,” said Dan Sadowski, SEMA’s Congressional Affairs Director. “A mixture of 10 percent ethanol no longer achieves the arbitrary RFS mandates. The EPA has now authorized 15 percent ethanol while acknowledging the dangers posed to older vehicles and motorcycles. Despite the EPA’s

restrictions on ethanol in older cars, there has been an inability to obtain unblended gasoline for engines that may be damaged by ethanol.”

Members of the Antique Automobile Club of America (AACA), an active segment of the SAN, circled the U.S. Capitol in their classic and vintage automobiles. Their message was clear – hit the brakes on ethanol. AACA believes the collection, restoration and preservation of automobiles is an activity shared across generations and across all segments of society. AACA represents thousands of local car clubs and related businesses that have been instrumental in preserving this part of our historic heritage by encouraging the restoration and exhibition of these vintage cars.

“For over 75 years, AACA has fostered the growth and development of this American pastime by bringing together thousands of car enthusiasts and their collector vehicles to honor the past and our shared history,” said AACA President Tom Cox. “Now, due to a shortsighted government mandate, these vintage vehicles are at risk due to ethanol. On behalf of AACA and the SAN, I encourage Congress to amend the RFS mandates and conduct further research on the damaging effects of ethanol fuel. The future of our older antique vehicles depends on it.”

Rally speakers included Representatives Jim Sensenbrenner (R-Wis.), Tim Griffin (R-Ark.), Tom Petri (R-Wis.), Bill Posey (R-Fla.), Chris Stewart (R-Utah) and David Valadao (R-Calif.). These members of Congress are not only concerned lawmakers but are also automotive and motorcycle enthusiasts committed to addressing ethanol concerns.

[http://www.aftermarketnews.com/Item/115056/historic\\_vehicles\\_drive\\_antiethanol\\_message\\_to\\_congress.aspx](http://www.aftermarketnews.com/Item/115056/historic_vehicles_drive_antiethanol_message_to_congress.aspx)

CAPP contact: Charlie Peters



## ***Clean Air Performance Professionals***

**Sunday, September 23, 2012**

Mr. President  
Barack Obama  
1600 Pennsylvania Ave NW  
Washington, DC 20500  
(202) 456-1414 / 2461 fax

Clean Air Performance Professionals (CAPP)

Aloha Mr. President,

It is reported that corn along I-5 south of Sacramento uses up to 1500 gallons of water to grow corn for 1 gallon of GMO ethanol for our gas tanks.

Should Governor Brown consider a (GMO) corn ethanol fuel waiver supported by the UN?

Is fed EPA confused when a Lodi, California bread baker is taken to federal court to collect \$625,000.00 fine for generating ozone from the ethanol made by baking bread while mandating GMO corn fuel ethanol in our gas that may be a bigger deal than MTBE to our ground water supply.

Do water folks check for ethanol in our drinking water? Drinking ethanol maybe rated as causing cancer but MTBE never has:

Does Alcohol, Tobacco, & Firearms (ATF) audit for the payment of the \$17 tax of food grade corn ethanol from fuel refiners?

Let's see, a 5,000 gallon tanker truck can move around a \$85,000.00 tax and a reported \$0.50 cent per gallon process can move fuel grade to food grade.

The last time my mom and I saw the spreading banyan tree at Waikiki was shortly after Dec. the 7<sup>th</sup> 1941.

Aloha, Thank you for your service.

CAPP an award winning coalition of motorists.

  
Charlie Peters

Cc: interested parties

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**CAPP contact: Charlie Peters**

# Applus+ Technologies, Inc

## Company History

Applus+ Technologies, Inc., (a subsidiary of Applus+ Servicios Tecnológicos) was founded in January of 1996 as Keating Technologies, Inc.

In December 2000, Keating Technologies Inc., was acquired by the Agbar Group as part of their global growth strategy in the automotive testing and certification marketplace. Shortly after the acquisition, the name was changed to Agbar Technologies. By 2002, the firm had become the leader and most experienced contractor in decentralized I/M program management in the U.S.

As part of a strategic realignment to focus on quality, testing and certification, a global name change was introduced in 2003, creating the Applus+ brand. Agbar Technologies, Inc. became Applus+ Technologies, Inc.

In July of 2007, Applus+ Technologies, Inc. was acquired by the Carlyle Group, a U.S. private equity firm with plans to help Applus+ grow to become one of the top five leading companies in the certification sector worldwide.

Our expanded focus includes:

- \* Decentralized vehicle inspection program management
- \* Centralized vehicle inspection program management
- \* Enhanced Vehicle Information Database systems and communication networks
- \* Inspector and Repair Technician Training
- \* Overt and Covert Auditing
- \* Kiosk and wireless remote OBD II testing technologies

<http://www.applustech.com/>

CAPP contact: Charlie Peters

# Ethanol bill would help Midwest, cost everyone else

*By Kinston Editorial, May 01, 2002*

Raise your hand if you want to see gasoline prices jump 10 percent. That's what is predicted to happen if the Senate version of a federal energy bill becomes law.

The bill would mandate tripling ethanol use in the whole country to 5 billion gallons by 2012, according to a report by Sen. Dianne Feinstein. The bill mainly would benefit the Midwestern states, where 98 percent of ethanol is produced, at the expense of everybody else. One company, agribusiness leader Archer Daniels Midland, would receive 41 percent of the business.

Ethanol is believed to mitigate air pollution by reducing carbon monoxide, but it can also harm the environment.

Ethanol increases the production of "hydrocarbon and nitrogen oxide (NOx) emissions," according to Charlie Peters, president of the Clean Air Performance Professionals.

In a newspaper interview, he pointed out that oxygenates such as ethanol "cause a degradation of the fuel process in cars," which "increases the

volume of fuel you need." He said official estimates put the reduction in gas mileage at 1 percent to 3 percent; he estimated ethanol will increase fuel consumption up to 10 percent.

He also said cars aren't engineered to run ethanol, which is hydroscopic, meaning it has an "extreme ability to absorb moisture." So cars will wear out faster. And when the anti-pollution parts of a car such as the oxygen sensor wear out, the car starts polluting more.

The best way to reduce pollution is to make it as easy as possible to buy new cars with high emissions standards and to repair or junk older cars that are polluters. Increasing the cost of driving means people will have less money for new cars and repairs.

The House of Representatives' version of the energy bill doesn't include the ethanol mandate. The matter soon will be resolved in a conference committee between the House and the Senate.

The president should make sure that this unneeded and costly ethanol mandate is not made law.

<http://www.kinston.com/articles/ethanol-36718-cars-percent.html>

*Gas price up about 300% since May 1, 2002, California ethanol small May 1, 2002, 10% now and EPA is still after 15% and more. An ethanol waiver for voluntary ethanol is supported by lots of folks. It is time for change.*

**CAPP contact: Charlie Peters**